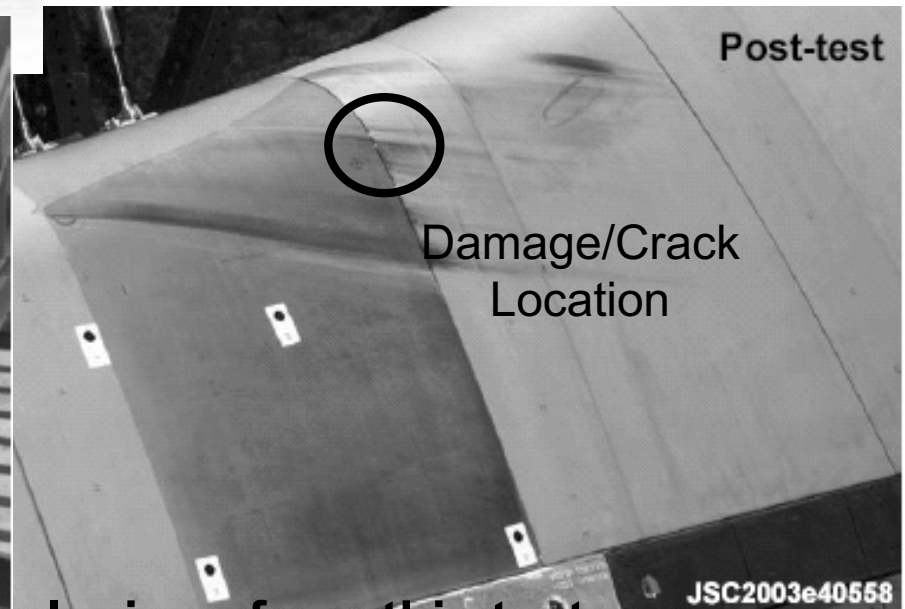
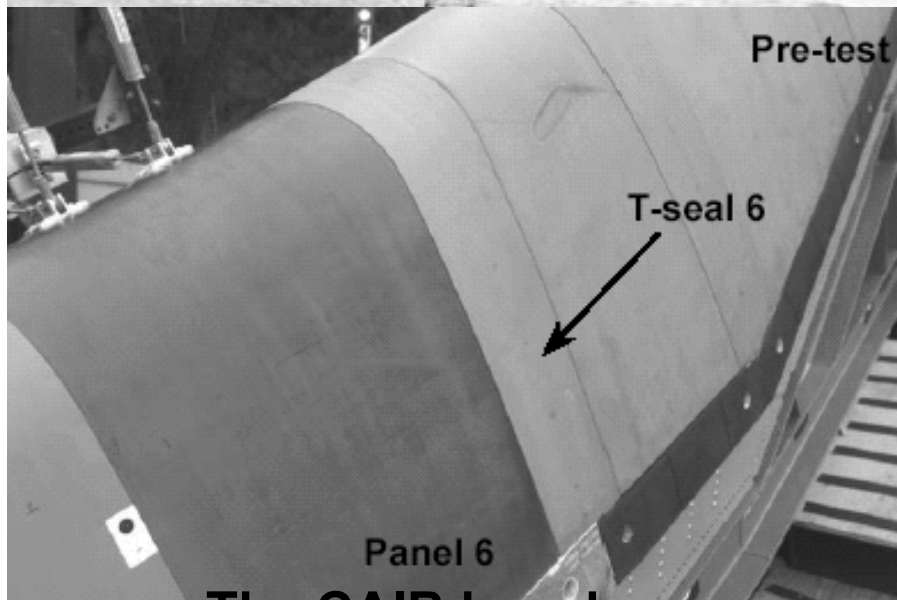


# RCC Panel 6 Foam Impact Test Results (Preliminary)

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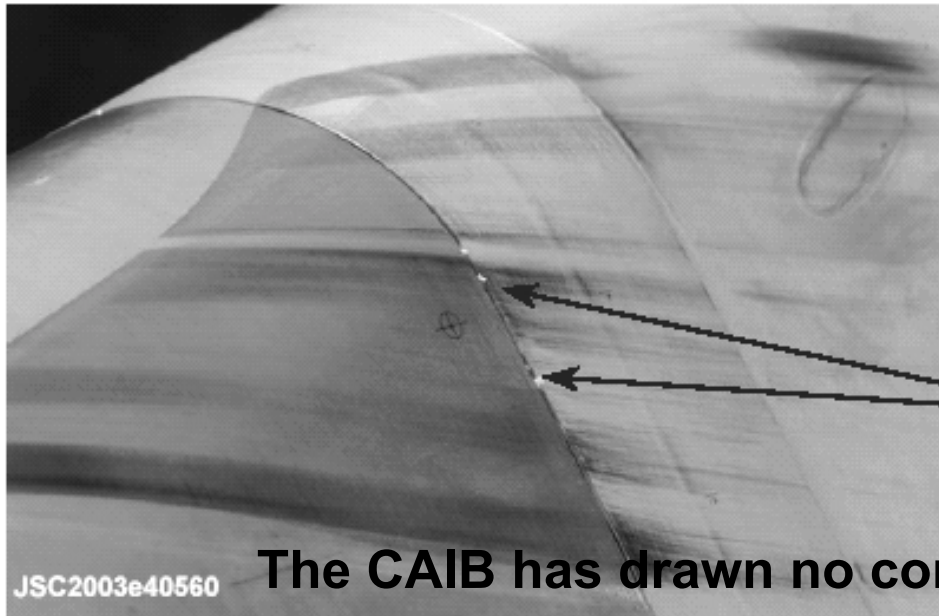
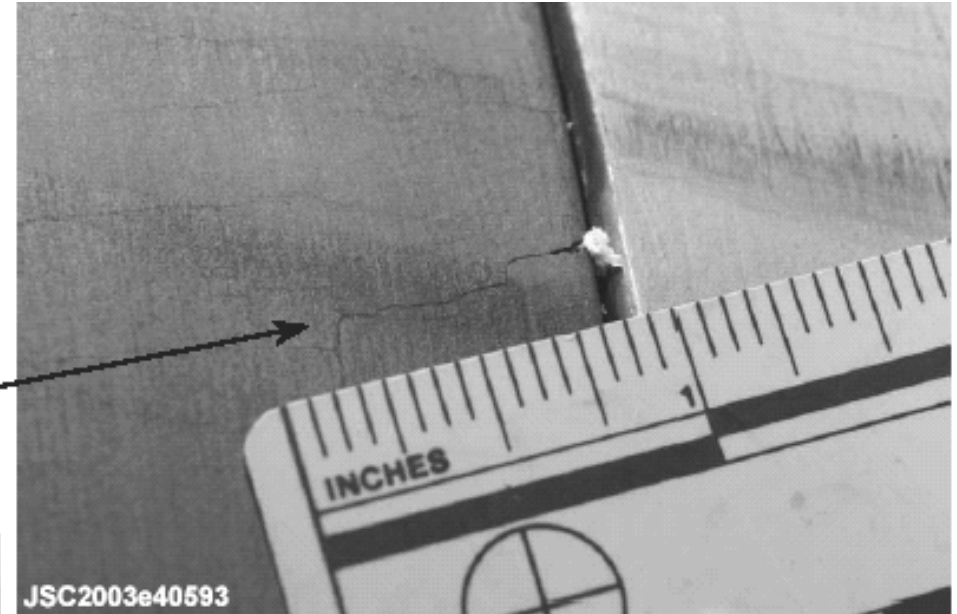
- Initial foam impact test on RCC Panel 6 conducted on Friday, June 6
- Large foam block,  $\sim 21 \frac{3}{8}$ " x  $11 \frac{9}{16}$ " x  $5 \frac{5}{8}$ ", weighing  $\sim 1.68$  pounds impacted Panel 6 at 768 feet per second
- Some damage resulted



**The CAIB has drawn no conclusions from this test**

# RCC Panel 6 Impact Test Results

- 5 1/2" long through-thickness crack
- Located on the lock side approximately 6" below the stagnation line (apex)
- Transverses the entire rib width, extends through the lock side channel and onto the panel lower face
- Approximately 3/4" crack on the lower face

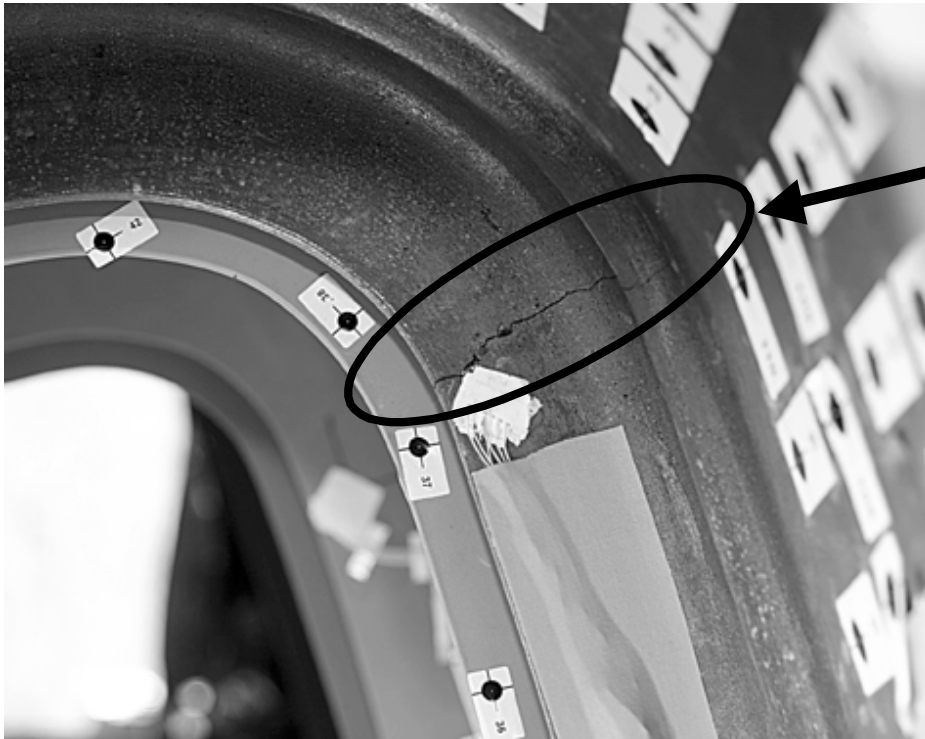


- Projectile ink streaks start on RCC panel 6, continue across T-Seal 6 and onto the fiberglass panel 7.
- Foam debris was caught between RCC panel 6 and T-Seal 6.

**The CAIB has drawn no conclusions from this test**

# RCC Panel 6 Impact Test Results

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- Visible crack in panel rib, ~ 5" in length emanating from the surface; crack also found in adjacent T-Seal
- Visible as a 3/4" surface crack, ~4" below the apex of the panel
- Easily detectable with routine inspection techniques
- Panel 6 has been removed and will be inspected using a variety of inspection techniques to further characterize the crack

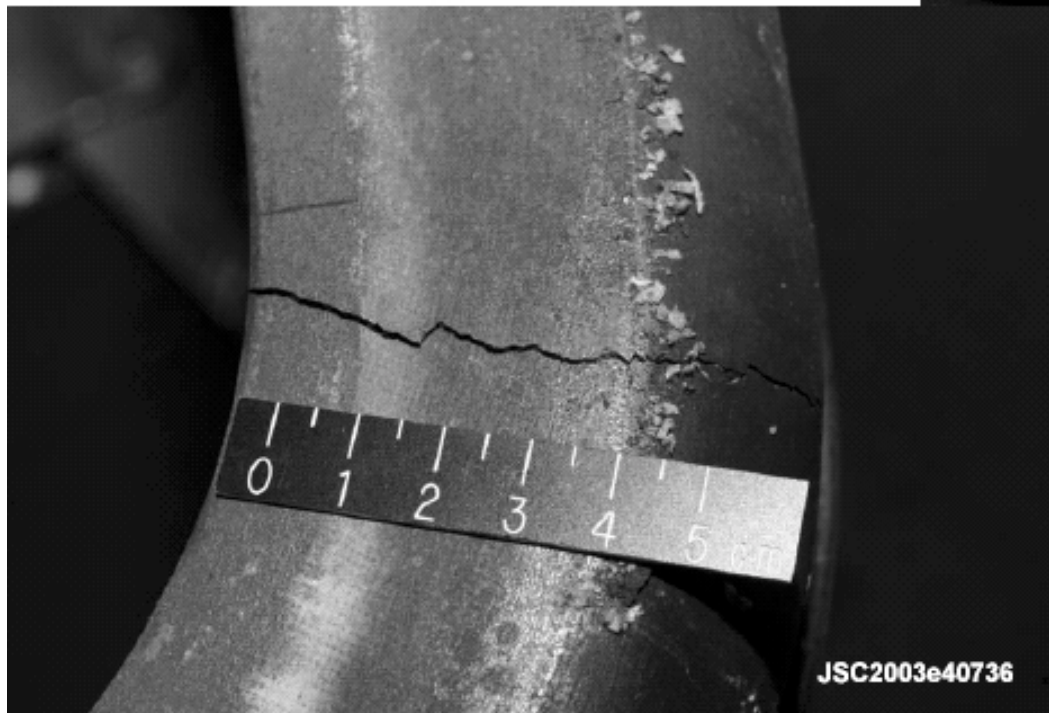
**The CAIB has drawn no conclusions from this test**



# RCC Panel 6 Impact Test Results

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- Through crack on the RCC Panel 6 lower outboard rib
- Photos taken after Panel 6 was removed from the test fixture show the crack extends across the rib, lock and onto the panel surface

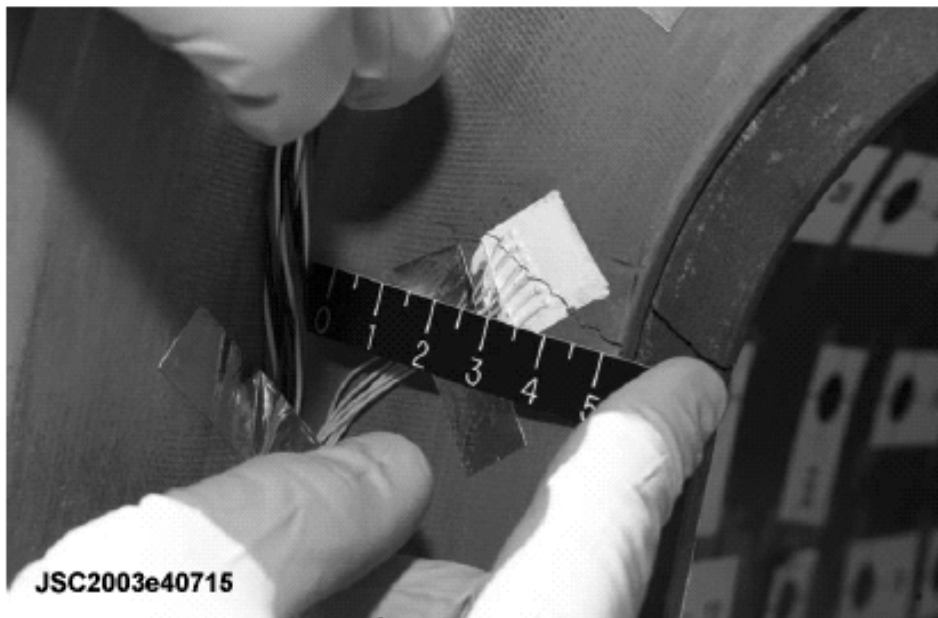


**The CAIB has drawn no conclusions from this test**

# T-Seal Crack Adjacent to Panel 6 Rib Crack

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- The T-Seal crack is approximately 6" below the stagnation (near the panel crack)
- Approximately 2 1/2" through crack on the RCC T-Seal 6 lower outboard rib
- Crack starts at rib and continues into filets



**The CAIB has drawn no conclusions from this test**